US Army Corps of Engineers
New England District

Update Report for New Hampshire

Current as of
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Mission

The missions of the New England District, U.S. Army Corps of Engineers include flood prevention and control, emergency response for natural disasters and national emergencies, environmental remediation and restoration, natural resource management, stream bank and shoreline protection, navigation maintenance and improvement, support to military facilities and installations, and engineering and construction support to other federal agencies. The six New England states cover 66,000 square miles and have 6,100 miles of coastline, 11 deep water ports, 102 recreational and small commercial harbors, 13 major river basins, and thousands of miles of navigable rivers and streams. The district operates and maintains 31 dams, two hurricane barriers and the Cape Cod Canal. Through its Regulatory program, the district processes about 4,000 applications per year for work in waters and wetlands of the six-state region. We employ about 550 professional civilian employees, with about 400 stationed at our headquarters in Concord, Massachusetts. The other Corps of Engineers employees serve at Corps projects and offices throughout the region.

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Emergency Operations

The New England District provided technical assistance, via the Corps Cold Regions Research and Engineering Laboratory (CRREL), to the state of New Hampshire at the request of the New Hampshire Office of Emergency Management. December air temperatures were below average, causing ice covers six to eight inches thick to form on lakes and quiescent river reaches by the third week of December of 2000. Ice thickness and extent on northern New England rivers were above average for mid-January and caused much concern for potential flooding.

In early January aerial photographs were taken and inspections were conducted for the Mohawk, Nulhegan, Israel, Ammonusuc, Sugar, Black and Williams rivers to identify potential ice jams and/or formations. Later in the month, aerial photos and inspections were done for the Mascoma, Indian, Fowler, Smith, Newfound, Smith, Pemigewassett, Bearcamp, Saco, and Androscoggin rivers.

CRREL installed pressure transducers with an automatic telephone alert to call local officials should the ice begin to move and possibly cause flooding.

Navigation

COCHECO RIVER, DOVER (1st CD) - The city of Dover has requested maintenance dredging of the Cocheco River federal channel. Surveys indicate that about 65,000 cubic yards of material need to be dredged to return the seven-foot-deep, 60- to 75-foot-wide channel to authorized dimensions. Portions of the material are heavily contaminated (including PAH's, chromium, zinc, and mercury).

It had been questionable whether use of the city's proposed disposal site (a former landfill and now a soccer field) would be permittable. A waiver of the states Solid Waste regulations allowing use of the site was obtained by the city in early August 2000. Subsurface geotechnical information at the proposed upland site is being used to design the confined disposal facility. A preliminary design was completed and used to apply for state approvals in January 2001; work continues on final site design. The city of Dover is currently preparing the Wetland's Board permit application. In order to meet state guidelines, use of the disposal site will require three feet of cap and liner. The recent addition of this feature decreases available site capacity.

An issue regarding dredging windows is being discussed. State regulators suggest an allowable dredging period of November 15-March 15. The Cocheco is narrow, shallow, and tends to freeze during the winter, making dredging and associated surveys extremely difficult and costly at that time of year. We are working with the city to resolve these issues and ensure that dredging and disposal arrangements meet their needs.

Following receipt of approvals, we will execute a Project Cost Share Agreement with the local sponsor. Nonfederal costs would depend on the dredging and disposal plan selected. The availability of approvals would allow us to estimate federal costs and seek funding as appropriate.

LITTLE HARBOR, RYE (1st CD) - The New Hampshire Port Authority requested maintenance dredging of the channel and anchorage at Little Harbor. The authorized federal project at Little Harbor consists of a 12-foot-deep channel, 100-feet-wide, along with a 12-foot-deep, 33-acre anchorage.

A $738,000 contract was awarded to Prock Marine Co. of Rockland, Maine. Work started in December 2000 and was completed on March 15, 2001. 41,000 cubic yards of sand were dredged from Little Harbor to restore the channel to a depth of ten-feet and portions of the anchorage to eight feet. The dredged material was placed in the littoral zone offshore of Wallis Sands State Beach. The dredging impacted about 7.3 acres of eelgrass (5.5 acres in the anchorage and 1.8 acres in the channel).

As mitigation for eelgrass loss in the anchorage, 5.5 acres of eelgrass will be planted at carefully studied sites. This work will be accomplished under a separate contract slated for award in the summer of 2001. In addition, the Corps used a dredge and scow to mechanically relocate dense eelgrass from Little Harbor to an area suitable for eelgrass propagation along the shoreline of the Piscataqua River.

HAMPTON-SEABROOK HARBOR & BLACKWATER RIVER (1st CD) – The New England District, in response to a request from the New Hampshire Port Authority, is investigating two potential modifications to the federal navigation project for Hampton Harbor. The first is a state request to incorporate inner harbor channels and anchorage basins into the federal project, making them eligible for federally funded maintenance dredging. At present, the federal government is responsible for maintenance of the seaward arms of the

two jetties at the harbor entrance and maintenance dredging of the channel seaward of the Route 1A bridge, with the state responsible for maintenance dredging of the inner harbor areas.

The second focus of the investigation involves the erosion and channel cut at the mouth of the Blackwater River at the south end of the inner harbor in Seabrook. A new channel has eroded across the tidal bar, resulting in erosion of adjacent shorefront properties, loss of shellfish flats and deposition of shoal material in the Seabrook anchorage. *The Corps of Engineers Committee on Tidal Hydraulics (CTH) met with local and state interest groups on March 2, 2001. The CTH believes a short-term solution would be to dredge the Blackwater River to restore the natural channel conditions that existed prior to 1992 and fill the River Street cut across the middle ground bar with sand. The filled cut would be stabilized with sand-filled geotextile tubes as temporary armor. This would reduce the amount of fill material being washed into the harbor and eliminate the source of bank erosion along River Street. For a longer-term solution, the western end of the fill could be stabilized with something more permanent, such as a riprap or pile dike, after the effects of the sandfill have been monitored.*

The state has expressed a desire to proceed with solutions to the Blackwater River cut problem under Section 227 of the Water Resources Development Act of 1996, while continuing the study of anchorage dredging alternatives under the continuing authority of Section 107 of the River and Harbor Act of 1960.

Flood Plain Management Services

NORTHERN MASSACHUSETTS/NEW HAMPSHIRE HURRICANE EVACUATION STUDY (2nd CD) - This study is being conducted under a federally funded program cosponsored by the Corps of Engineers and the Federal Emergency Management Agency. The objective of the program is to provide a technical data report and coastal flood mapping from which the state and local communities can develop/update preparedness plans for coastal storms. Draft inundation maps for both Massachusetts and New Hampshire communities were completed in 1999. This allows state and local officials to identify evacuation areas and routes of evacuation for various coastal events. *The mapping portions of the study are expected to be finalized in July 2001 and to the communities in August 2001.*

Support to the Military

COMBINED ARMED FORCES RESERVE CENTER, ROCHESTER AND PORTSMOUTH (1st CD) - The 94th Regional Support Command (RSC) is in the process of combining the Rochester and Portsmouth Army Reserve Facilities. The New England District obtained an option to purchase a 14.5-acre site near Somersworth for the new reserve facility. *The district is presently conducting an environmental evaluation and engineering feasibility study of the site and should be released no later than July 31, 2001.*

Defense Environmental Restoration Program

This congressionally directed program (PL 98-212) provides for an expanded effort in environmental restoration. It emphasizes the identification, investigation and prompt cleanup of hazardous and toxic waste; unexploded ordnance; and unsafe buildings, structures and debris at current and former military facilities. Site and project eligibility investigations at 37 sites have been completed in New Hampshire, including 26 where no cleanup work was found to be necessary. Of the 11 sites where work was needed, the following efforts are underway:

DESIGN - Supplemental Remedial Investigation at the former **Grenier Air Force Station, Manchester Airport, Manchester (1st CD)** is now under review. *Discussions will be held with the state in the June/July timeframe to resolve the final disposition of the sites investigated and their eventual long-term use.* Required work will be performed as funding allows. Work at **Fort Stark, Newcastle (1st CD),** will be scheduled when priorities allow.

REMEDIATION is complete for the **Mt. Washington Test Site (2nd CD),** the **Mt. Washington Equipment and Experimental Station (2nd CD),** the Wright Air Development Facility, **Bartlett (2nd CD),** Icing Research Annex, **North Conway (2nd CD)**, Concord Point Radar Station, **Rye (1st CD),** Camp Langdon and Fort Constitution, **Newcastle (1st CD);** Fort Dearborn in **Rye (1st CD),** and at the Massabesic National Guard Training Range in **Auburn (1st CD)**.

Superfund

Work for the Environmental Protection Agency (Superfund) - The New England District is designated as the Corps of Engineers total support agency for the Environmental Protection Agency's (EPA) Region I (New England) Superfund program for those federal-lead projects assigned to the Corps by EPA. This includes responsibility for design and/or construction execution of remediation projects. In addition, the district is providing technical assistance upon request to EPA New England for other federal-lead projects assigned by EPA to private firms as well as for some Potentially Responsible Party (PRP) remediation.

OTTATI & GOSS/GREAT LAKES CONTAINER CORPORATION SUPERFUND SITE, KINGSTON (1st CD) - The New England District completed the design of a remedial action that includes the excavation and onsite treatment of approximately 14,000 cubic yards of upland soil and approximately 10,000 cubic yards of wetland sediment, both contaminated with PCBs (Polychlorinated Biphenyls) and VOCs (Volatile Organic Compounds). Treatment of the soil and sediment will consist of low temperature thermal desorption. *The contractor began mobilizing to the site on March 12, 2001.*

FLETCHER'S PAINT WORKS AND STORAGE FACILITY SUPERFUND SITE, MILFORD (2nd CD) - The New England District completed an interim remedial action at the site. Our contractor, Roy F. Weston, mobilized in December 2000, performed asbestos and hazardous materials abatement of the 25,000-square-foot building, demolished the building, disposed of the debris at an approved facility, and placed an interim permeable cap over the site to minimize risk of exposure to the PCBs (Polychlorinated Biphenyls) in the site soils. The total cost of this interim action is about $850,000. Excavation and treatment of the soil is a planned future EPA action, and will consist of low temperature thermal desorption.

Work for Others

Work for the Department of Housing and Urban Development - The Corps of Engineers has entered into an interagency agreement with the Department of Housing and Urban Development. In accordance with the agreement the Corps performs physical inspections, contract administration reviews, drawings and specifications reviews, and final inspections for Housing Authorities located throughout New Hampshire.

Regulatory Activities

STATUS OF PROGRAM - *At the end of January, there were 61 active applications for regulated work in New Hampshire. During February, March, and April, 177 new applications were received. Final actions were taken on 161 applications, including no individual permits, 94 general permits, 55 not required, and no denials. The balance at the end of April was 77 active files.*

PROGRAMMATIC GENERAL PERMIT - The New England District has comprehensive Programmatic General Permits (PGPs) in place in each of the six New England states covering work with minimal impact on the aquatic environment. During the last quarter, 98 percent of all permits issued in New Hampshire were PGPs. The PGPs are based on the state thresholds for most categories of environmental impacts, and applicants generally need only file with the state. The federal screening is virtually transparent to applicants, and the PGP approval is either included in the state approval letter or mailed simultaneously. Applications appropriately covered under the PGPs are generally approved in under 30 days. Applicants have commented favorably about the simplicity, predictability and efficiency of the PGPs.

MANCHESTER AIRPORT ACCESS ROAD (1st CD) – *The Final EIS for this new connector road has been released by FHWA. NH DOT is reviewing a slight southerly shift in the alignment of the road to reduce impacts to a nest site for Bald Eagles. The impacts of a revised alignment will be discussed with state and federal regulators and presented to the pubic during the summer. The Corps expects to render a permit decision in late summer or fall 2001, following a Record of Decision, which will be made by the Federal Highway Administration.*

NASHUA CIRCUMFERENTIAL HIGHWAY (2nd CD) - The Corps of Engineers has announced the intent to begin a Supplemental Environmental Impact Statement (SEIS) to study and document the impacts of building the northern segment (i.e., a partial build). The SEIS will be added to the Final Environmental Impact Statement as part of the environmental study and permitting process. A notice of intent has been published, and public scoping sessions have been held. A public hearing will be held after the first of 2002 when the Draft SEIS is complete.

INTERSTATE ROUTE 93, SALEM TO MANCHESTER (1st CD) - In the spring of 2000, the New Hampshire Department of Transportation (NH DOT) restarted discussions with presentations of segments of the proposed upgrade project. Senator Smith recently brought together the stakeholders to discuss streamlining the regulatory/project development process in accordance with provisions of federal legislation called TEA-21. The Corps has committed to meeting the state and Federal Highway Administration (FHWA) schedule for a permit decision. The Corps District Engineer serves on the Board of Directors of Senator Smith's task force to streamline this project. This task force last met on December 14, 2000, in Londonderry. Board members

approved the DOT's purpose and need statement. NH DOT, with the assistance of FHWA, is developing alternatives for display in the Draft Environmental Impact Statement (DEIS). When the DEIS is available in June 2002, the Corps will issue a joint public notice and schedule a joint public hearing. The FEIS is planned to be issued in November 2002. The Record of Decision and permit decision would be made in early 2003.

Flood Control Dams, Recreation and Natural Resources Management

The New England District has constructed and now operates and maintains seven flood control dams in New Hampshire. All are located in the 2nd Congressional District, and information on each is provided below. In addition, the Corps of Engineers is responsible for the conservation of natural resources held in public trust at civil works water resources projects. Recreation areas at the 31 flood control projects and the Cape Cod Canal within New England are managed for multiple uses. In some areas, management is delegated to the states for specific purposes, e.g., campgrounds, wildlife management and forestry. Recreation areas at these facilities are generally open from mid-May to mid-September.

BLACKWATER DAM on the Blackwater River in Webster and Salisbury was completed in 1941 at a cost of $1.3 million. The 1,150-foot-long, 75-foot-high dam has a reservoir storage capacity of 14.9 billion gallons of water. Blackwater Dam has prevented damages of $19.8 million to date. Recreational opportunities at Blackwater include boating, fishing, hunting and snowmobiling, and several thousand people visit the reservoir area each year.

Situated **on Nubanusit Brook in Peterborough, EDWARD MacDOWELL LAKE** was completed in 1950 at a cost of $2 million. The 1,100-foot-long, 67-foot-high earthfill dam can impound a lake with a capacity of four billion gallons of water. The flood control dam has prevented damages of $7.8 million to date. Over 30,000 visitors annually enjoy the picnic areas, hiking trails, boating, fishing, hunting and snowmobiling available at Edward MacDowell Lake.

Project staff were very busy this spring dealing with flood control duties and preparing the project for the start of the summer recreation season after over two weeks of flood water storage. Summer staff has been brought on duty and the project welcomed visitors including over 400 school children in May. Reservations for the site's picnic shelter are up over 40 percent and the installation of a second shelter is planned for this summer. Other work planned for this summer includes road improvements, repair of road closure gates, hiking trail improvements, roof repairs on the project office, and the construction of a wheelchair accessible fishing platform. In addition, project Rangers continue their outreach program, going into the local communities to speak on various topics and to share the Corps' mission and goals with the public.

Construction of **FRANKLIN FALLS DAM in Franklin** was completed in October 1943 at a cost of $7.9 million. Situated on the Pemigewasset River in the town of Franklin, the 1,740-foot-long, 140-foot-high dam impounds a permanent pool of 440 acres with a maximum depth of about seven feet. The flood storage area of the project, which is normally empty and is utilized only to store floodwaters, totals 2,800 acres and can store up to 50.2 billion gallons of water for flood control purposes. The project has prevented damages amounting to more than $69.1 million to date. *Over 50,000 visitors annually enjoy the recreational facilities at Franklin Falls, including designated snowmobiling*

trails, fishing, boating, and hunting.

Regular maintenance continues on the 58-year-old structure. Debris removal and opening of reservoir roads after this spring's flood mission is nearing completion. Work continues on the project office and rangers are preparing for the busy summer recreation season. Improvements and upgrades to recreational facilities throughout the area are planned to provide better access to the project and a more enjoyable experience for the visitor. An extensive interpretive program schedule has been developed for this summer to include dam tours, canoe trips, forest ecology walks, mountain bike tours, and volunteer trail days. Group and off-site interpretive programs are also being offered, including a dam tour for 60 4th graders from Concord, NH.

The **HOPKINTON-EVERETT LAKES** Flood Control Project is a two-dam system of flood protection for the Merrimack Valley. **Hopkinton Dam, on the Contoocook River in Hopkinton**, is 790-feet-long and 76-feet-high and can impound a 3,700-acre lake. Nearby **Everett Dam, on the Piscataquog River in Weare**, is 2,000-feet-long and 115-feet-high and can impound a 2,900-acre lake. The lakes have a combined storage capacity of 51 billion gallons of water. The two projects are linked by a canal, which allows water to be diverted between the two pools. Construction of the dual facility was completed in 1962 at a cost of $21.4 million. During the 1987 flood this combined project utilized 95 percent of its storage capacity and prevented $24.5 million in damages. Since the construction in 1962, the two dams are credited with preventing nearly $63.3 million in damages. In addition, excellent recreational opportunities are available on project lands, including picnicking, swimming, boating, fishing, hunting and snowmobiling. An estimated 270,000 visitors come to the Hopkinton-Everett project annually.

As with the other projects in the Merrimack River Basin, project staff were engaged this spring with flood control duties, at one point storing 20 feet of water above the normal pool level behind Hopkinton Dam, and in preparing for the summer recreational season. Summer staff are now on duty, staffing the project's Elm Brook Park and preparing for the influx of summer visitors with the development of interpretive programs and the planning of the summer's Junior Ranger program for local children. In preparation for the opening of Elm Brook Park, the roofs on the four picnic shelters were replaced and walkways were improved to ensure accessibility to the new restroom and the wildlife-viewing platform. Other work scheduled for this summer include hydraulic repairs on the Everett Dam flood gates, concrete repairs at Everett Dam, installation of a gazebo at Everett Dam, installation of road gates, and improvements at the Sharpes Farm area, Elm Brook Park, and the Elm Brook Pool boat ramp.

In addition to enjoying the beach, picnic areas, and recreation at Elm Brook Park, visitors will be enjoying the 26 miles of off-road vehicle trails at Everett Dam, dog trails at Sharpes Farm, and fishing and boating on the project waters.

OTTER BROOK LAKE on Otter Brook in Keene was completed in 1958 at a cost of $4.3 million. The 133-foot-high, 1,288-foot-long dam can impound a reservoir with a storage capacity of 5.7 billion gallons of water. During the 1987 flood, this dam utilized 100 percent of its storage capacity and prevented $3.6 million in damages. Since the construction in 1958, the dam has prevented flood damages of $27.5 million. More than 39,000 visitors annually enjoy the swimming, picnicking, boating, fishing and hunting available at the 458-acre facility.

SURRY MOUNTAIN LAKE on the Ashuelot River in Surry, just north of Keene, was

completed in 1941 at a cost of $2.8 million. The 1,800-foot-long, 86-foot-high dam has a reservoir storage capacity of 10.6 billion gallons of water. During the 1987 flood, this dam utilized 100 percent of its storage capacity and prevented $8 million in damages. Since construction in 1941, the dam has prevented damages of $60.8 million. In addition to its flood control benefits, Surry Mountain Lake also provides recreational opportunities, such as fishing, swimming, and boating. Restrooms, drinking water, and picnic shelters are also available. Surry Mountain attracts an estimated 52,000 visitors annually.

Special Studies

GULF OF MAINE INITIATIVE - The New England District is a member of the Gulf of Maine working group, providing this joint U.S./ Canadian committee with water resource planning expertise. Corps staffers provide technical assistance in areas relating to our missions. Opportunities for Corps participation in ecosystem restoration are being continually considered.

COASTAL AMERICA - The New England District serves as chair of the Northeast Regional Implementation Team for the national Coastal America program. *This interagency committee is investigating potential habitat restoration, non-point source control, and contaminated sediment projects throughout the northeast, with emphasis on habitat restoration and, in particular, restoration of tidally-constricted salt marshes and restoration of anadromous fisheries corridors. The team continues to coordinate its efforts within New Hampshire to identify potential projects.*

Other Current Activities

MERRIMACK RIVER WATERSHED STUDIES (PAS and SECTION 729) (1st & 2nd CDs) - Over the past several decades, significant improvements have been realized in the overall quality of the Merrimack River due to federal, state, local community, and private investment in water pollution control facilities. However, there are water quality concerns that still require significant investigation and remediation beyond that which individual communities can address.

Communities along the Merrimack River in Massachusetts and southern New Hampshire are undertaking planning efforts that could result in as much as $500 million in combined sewer overflow (CSO) control projects. In addition, future stormwater and total maximum daily load (TMDL) regulations may result in additional responsibilities. Contributions from non-point source pollution to the Merrimack have not been estimated and could be a major contributor to much of the water pollution problems in the river. The local communities are concerned that pollution control requirements are being mandated by state and federal regulatory agencies without a clear understanding of the pollution sources and the water quality and ecosystem benefits to be achieved basin wide.

The Corps is scoping out a watershed study to identify the number and range of water quality issues, ecosystem problems and opportunities along sections of the Merrimack River and to develop a framework for a comprehensive study of identified watershed areas. The initial research is being done under a Planning Assistance to States cost sharing (50 percent federal/50 percent nonfederal) agreement between the Corps and the local communities of Haverhill, Lowell, and Lawrence, Mass. *This planning effort was intiatied in November 2000 and will be completed in September 2001. This will serve as the basis for the watershed studies to be conducted under the authority provided in*

Section 729 of WRDA 1986 as amended and entitled "Water Resources Needs of River Basins and Region." The Section 729 comprehensive watershed study will also require (50 percent federal/50 percent nonfederal) cost-sharing. The total comprehensive study cost has not been estimated by the Corps, but projections by the local stakeholders established the comprehensive study cost at about $7.5 million.

Discussion with the communities over the last three months have evolved around identifying the non-federal sponsor for the comprehensive study and the required non-federal cost sharing. Currently, it appears that the five CSO communities (Lowell, Lawrence, and Haverhill in Massachusetts and Nashua, Manchester in New Hampshire) will form a "CSO Coalition" and it is likely that one community from the coalition will take the lead in signing the feasibility cost-share agreement with the Corps. The comprehensive watershed study can not move forward without a non-federal sponsor.

COMBINED SEWER OVERFLOW, LEBANON (2nd CD) – On June 12, 2000, the U.S. Environmental Protection Agency issued a final Administrative Order to the city of Lebanon for violations under Section 301 of the National Pollutant Discharge Elimination System. The Order requires Lebanon to eliminate six combined sewer overflows (CSOs) by 2008 and a seventh CSO by 2012. The order states that discharges from the city's CSOs are degrading the water quality in the Mascoma and Connecticut rivers. The city is required to separate the sewer line from storm water lines and eliminate discharges containing sewage to surface waters. Current city estimates the project cost at $34 million.

The 1999 Water Resources Development Act authorized the Secretary of the Army $8 million for a project to eliminate or control combined sewer overflows in the city of Lebanon. Funds of $1.5 million for the Corps efforts are included in the Fiscal Year 2001 Energy and Water Appropriations Act. Negotiations began immediately after Thanksgiving with the city of Lebanon and are ongoing. The Corps of Engineers will provide: 1) project management oversight; 2) biddability/constructibility reviews of construction contract plans and specifications; 3) quality assurance oversight of the construction contract; and 4) reimbursement of the construction contract, all at a 75 percent federal/25 percent non-federal cost share. The city plans to issue a contract during March 2001, with construction slated to begin by June 2001. All work is to be done in accordance with the city's Combined Sewer Overflow Plan. The source of funding for this project extends beyond the Corps of Engineers and includes the EPA, New Hampshire Department of Environmental Services, New Hampshire Office of State Planning - Community Development Block Grant, and the city of Lebanon. Total Fiscal Year 2001 costs are estimated to be $3,065,000.

AQUATIC ECOSYSTEM RESTORATION, FLINT POND, HOLLIS (2ND CD) *– The community of Hollis requested that the Corps investigate the potential for an aquatic ecosystem restoration project at Flint Pond. Authorization for the Corps "Aquatic Ecosystem Restoration Program" was provided in WRDA 96 Section 206. The Preliminary Restoration Plan (PRP) for Flint Pond was approved by the town in November 2000. The PRP identifies removal of about 136,000 cubic yards of sediment at an estimated total cost of $2.4 million that could restore close to 40 acres of the pond to productive habitat. A contract for $100,000 was awarded to a consultant in May 2001 to begin the Feasibility Study, which is scheduled to be completed in May 2002. A draft report is anticipated to be provided to the sponsor in August 2001.*

AQUATIC ECOSYSTEM RESTORATION, OSGOOD POND, MILFORD (2ND CD)- *The community of Milford requested that the Corps investigate the potential for an aquatic ecosystem restoration project at Osgood Pond. The study site is a 15 acre degraded freshwater pond, a result of sedimentation and siltation that occurred over several decades. The average depth of the pond has been reduced to two to three feet. Average sediment depth in the pond is about five feet while some areas have ten feet of accumulated sediment.*

The current shallowness of the pond is conducive to extensive and dense summer time growth of aquatic weeds. The goal of the project is to restore both open water areas and shallow areas to provide habitat for spawning and breeding of fish and waterfowl. In addition the possibility of using some of the sediment to create an emergent wetland will be investigated.

The town provided a letter of support for the project in January 2001. In May Corps Division Headquarters approved initiation of the feasibility study. Funding will be available in summer 2001 to begin the study.

AQUATIC ECOSYSTEM RESTORATION, MILL POND, NASHUA (2ND CD) - *The community of Nashua requested that the Corps investigate the potential for an aquatic ecosystem restoration project at Mill Pond and canal (Mine Falls Brook). The city's objective is to restore the fish and wildlife habitat associated with canal system and Mill Pond. The canal system starts at the Mine Falls historic gatehouse, circa 1888, where water is diverted from the Nashua River. The gatehouse is in need of significant repair. The canal system extends about two miles from the gatehouse and ends in an industrial/mill complex where the canal rejoins the Nashua River. The system includes the 20-acre pond called "Mill Pond" just west from the gatehouse. The Corps will prepare a preliminary restoration plan for the project this summer to determine the federal interest.*

AQUATIC ECOSYSTEM RESTORATION, WISWALL DAM, DURHAM (1st CD) – The New Hampshire Fish and Game Department has requested that the Corps investigate the construction of a fish passage facility at Wiswall Dam under authority of our Section 206 Aquatic Ecosystem Restoration Program. *Construction of a fish passage facility at this dam would enable anadromous fish access to an additional 45 miles of river reach beyond that currently available. A draft Preliminary Restoration Plan (PRP) was sent in April 2001 to the sponsor for their approval. The sponsor commented on the Draft PRP and indicated that they also wish us to look carefully at the possibility of Dam removal in addition to the original proposal to construct a fish ladder. The Corps original estimate of $185,000 to complete the Planning, Design and Analysis portion of the estimated $585,000 needed to construct a fish ladder is being revised to include the additional work effort. We anticipate submitting the PRP to our division headquarters for approval in July 2001. Design efforts are expected to be initiated this fall.*